1957

HISTORY OF THE 20TH HELICOPTER SQUADRON



1957

History of the 20 Helicopter
Squadron (Support)

Numbered Air Force: 18th

Location: Sewart AFB, TN.

Wing: 314th Troop Carrier Wing

Type Aircraft: H-21

Hours : 2943.25

Sorties: UNK Combat Sorties: UNK Ammo: UNK rds.

Commander: Major Gregg D. Hartley

Senior Enlisted: MSgt Edward H. Sanford

Personnel Strength (Min/Max): /19 Officers /97 Enlisted

Commentary: The 20th Helicopter Squadron continued at Sewart AFB, Tn. during 1957. The mission was aeromedical evacuation, airlift support, and retrograde operations. They were tasked with numerous additional duties and operations.

Significant Missions: At the Chicago Land Fair the 20th performed the sling load of a 2875 lb. 1957 Studebaker station wagon for approximately 6 miles. This was the heaviest sling load for the 20th to date. In May the 20th deployed 2 aircraft and crews to Frobisher Bay, Northwest Territory supporting a joint U.S./ Canadian Hydrographic Study Team. In September an unexplained mission was deployed to Sondestrom, Greenland to support a "Dew Line" project.

Significant Awards: UNKNOWN

MEMORANDUM

Date: 27 Dec 94

From: 20 SOS/CCX

To: WHOM IT MAY CONCERN

Subject: DOCUMENT CLASSIFICATION

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1. The documents contained herein are portions of the 1ST/16TH SOW histories for the dates shown on each document. The SOW histories as a whole are classified for the most part.

2. The documents in this binder are a compilation of materials from varied sources and have all been declassified if necessary. Sheets showing declassification are all posted in the last document protector for each respective binder.

3. Any materials you feel may be of questionable classification you are encouraged to bring to my attention and I will endeavor to alleviate your apprehensions.

SQUADRON HISTORIAN

UNCLASSIFIED

(Unclassified) History of the 20th Helicopter Squadron

1 January - 30 June 1957

JEROME R. LUTTINGER
Capt., USAF
Historian

GREGG D. HARTLEY
Major, USAF
Commander

(EIGHTEENTH AIR FORCE, TACTICAL AIR COMMAND)

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I ORGANIZATION

The 20th Helicopter Squadron has continued to operate under O/T 1875, 30 June 1956, paragraph 1, 2B, 2C, of Part I, and 1xPart IIB, 3xPart IIC, with an authorized strength of 41 officers and 124 airmen. The authority for this action was General Orders #76, 10 December 1956, Headquarters Eighteenth Air Force. This organizational concept provided for a Squadron Headquarters and four detachments, three of which may be dispersed.

The squadron orderly room and operations section are located in building #537. The squadron consists of the following major sections.

COMMAND

PERSONNEL OPERATIONS MAINTENANCE COMMUNICATIONS SUPPLY

II MISSION

This squadron has two missions. The first of these is to train personnel to perform the following tasks: provide aeromedical evacuation from forward combat zones; provide air evacuation within the theater of operations; provide airlift support of assault or retrograde operations by airlanded delivery of units and/or equipment into or from areas in forward combat zones; provide air evacuation and specialized airlifting in support of combat operations as directed by the Tactical Air Commander. The second mission is to perform special tasks, which include a variety of miscellaneous missions.

III PERSONNEL

Major Gregg D. Hartley remained in command of the squadron during this reporting period.

At the beginning of this period Captain Harry B. Rhoades Jr. was squadron adjutant. He was transferred to Headquarters 513th Troop Carrier Group in April, and 1st Lt Charles N. McAllister was appointed squadron adjutant.

Master Sergeant Edward H. Sanford assumed the duties of First Sergeant, replacing Staff Sergeant Joseph W. Woods.

Assigned strength of the Squadron as of 1 January 1957 was 29 officers and 107 airmen. Assigned strength of the Squadron as of 30 June 1957 was 19 officers and 97 airmen. The gains and losses of officers and airmen are shown in attachment 1.

The following chart shows the shortages and overages (by officer and airmen career fields) at the beginning and end of the period (2).

During this period the squadron has discharged twenty-three (23) airmen, two (2) of which reenlisted, giving the squadron a reenlistment rate of 9.5%. The following named airmen reenlisted for a period of six years:

T/Sgt James G. Windsor A/1C David Joe Jr.

On the Job Training in the squadron has increased from forty (40) to fifty-six (56) airmen during the period. Eight (8) airmen have completed their training. Of the remaining 48,

there are 36 airmen that are still on OJT, the other 12 have either been transferred or discharged.

The promotion of officers and airmen during the reporting period were as follows:

To Capt.	Jerome R. Luttinger	
To 1/Lt.	John R. Huss	Guy S. Hahn
To M/Sgt	Robert T. Hanke	
To T/Sgt	Kenneth F. Forbes	
To S/Sgt	Joseph H. Dodd Jr.	J. E. Dodson
	Robert D. London	William C. Ray
	Robert L. Rookard	Crosby R. Smith
	Roy O. Williams Jr.	
To A/1C	Charles H. Daniels	Joseph Lewkowitz Jr.
	Joe E. Mallonee	Richard E. Noel
	Rodney L. Pickett	Frank Smith Jr.
	Donald C. Uhlian	
To A/2C	Thomas H. Barry Jr.	Larry R. Cooley
	Harrison H. Ewton	Carl J. Gabel
	Raymon A. Gaylor	Melvin L. Hope
	Alva W. Krebs	Dean R. Locke
	Richard T. McMahon	Donald L. Vaughn
To A/3C	Donald R. Tudhope	

The following is a list of key personnel as of 30 June 1957.

Major Gregg D. Hartley	Commander
Major Thomas H. Kemp	Operations Officer
Capt. Albert F. Paquette	Maintenance Officer
Capt. William L. Garner	Supply Officer
1/Lt. Charles N. McAllister	Adjutant
1/Lt. Guy S. Hahn	Communications Officer
M/Sgt Edward H. Sanford	First Sergeant
M/Sgt Monroe M. Qualls	Line Chief
M/Sgt Prentis C. Brigman	Supply NCOIC
T/Sgt Kenneth F. Forbes	Communications NCOIC

During this period the following number of airmen were tried

by Courts Martial:	General Courts Martial	0
	Special Courts Martial	3
	Summary Courts Martial	2

Four (4) airmen were punished under Article 15, UCMJ.

The squadron met for a party during the month of March. Food was prepared by the wives and refreshments served to all. Vertol Aircraft Corporation was co-sponsor of the party.

A roster of personnel of the squadron as of 30 June 1957 is given in attachment 3.

1 Gains and losses of officers and airmen

2 Shortages and overages by officer and airmen career field

3 Roster of assigned personnel

IV OPERATIONS

Major Thomas H. Kemp has supervised the Operations Section since 28 August 1956. S/Sgt Elbert L. Kelly was in charge of the Form 5 section until he was discharged on 25 February 1957. A/3C Willie Vaughn was then assigned to the Form 5 section.

At the beginning of the period we had a total of 17 line pilots and five staff pilots assigned which is 41% of our total authorized strength. At the end of this period we have a total of 11 line pilots and 8 staff pilots assigned. Our authorized line pilot strength had decreased to 29.1%. Even with this great shortage in line pilots we have successfully completed all missions that have been assigned to this squadron.

During the last quarter of the fiscal year 1957 our alloted number of flying hours was drastically reduced. This cut back in flying time amounted to about one-third of the total alloted in the previous quarter.

The squadron is continually called upon to perform many varied and important missions. One of the more unusual and difficult missions was the airlifting of a 2875 lbs 1957 Studebaker Station Wagon at the Chicago Land Fair. It was slung at Meigs Field and carried to the Navy pier, a distance of about six miles. A special rope sling had to be constructed because of the unusually large bulk of the automobile. This was the heaviest sling load that was ever flown by the 20th Helicopter Squadron.

Another important mission was started on the 12th of May 1957

when two helicopters and two crews were sent to Frobisher Bay, North West Territory, to provide airlift support for a joint Canadian and United States Navy Hydrographic Survey Team. The survey team was engaged in triangulation work as a basis for accurately charting the bay. All the triangulation sites were located either in rugged terrain or on small islands in the bay. The use of helicopters to carry the surveyors and equipment to these sites greatly facilitated the team's work. This mission was to continue until September or October of this year. Several photographs from this mission are included in attachment 4.

The following is a Summary of Operations during the period 1 January 1957 through 30 June 1957:

SUMMARY OF AIRCRAFT TIME

	Aircraft Hrs Flown	Directed Missions	Combat Crew Training	Aircraft Test
January	196:25	77:35	106:20	12:30
February	200:30	19:45	177:10	4:05
March	326:50	31:45	286:40	8:25
April	208:10	43:20	155:15	9:35
May	179:35	122:40	51:10	5:45
June	184:40	133:45	45:00	5:55
Total	1,296:10	428:50	821:35	46:15

SUMMARY OF PILOT UPGRADING

	SCP to CP	CP to FP	FP to TFP	TFP to IP	TFP to Test Pilot	Instrument Checks	Standard-ization Checks
January	0	0	0	0	0	1	8
February	1	2	0	0	0	2	5
March	1	0	0	0	1	0	3
April	0	3	0	1	1	2	3
May	0	0	1	0	1	5	5
June	1	0	1	0	2	4	4
Total	3	5	2	1	5	14	28

SUMMARY OF PILOT TIME

	Staff Pilots	Line Pilots	Squadron Average
January	13:51	22:11	20:18
February	21:00	23:20	22:30
March	31:15	31:00	31:05
April	16:12	21:30	19:16
May	20:39	20:22	20:29
June	21:39	18:55	19:43
Total	124:36	137:18	133:21

SUMMARY OF COURSES COMPLETED BY SQUADRON PILOTS

	Instrument School	MTD	Survival School	Air Ground School
January	0	0	0	1
February	3	4	2	0
March	3	0	0	0
April	3	0	0	0
May	3	0	0	0
June	1	0	0	0

SUMMARY OF MISSIONS FLOWN

Month	Number of Aircraft	Destination	Type of Mission
January	1	Donaldson AFB, S.C.	Airlift Personnel
	2	Godman AAF, Ky.	Prisoner Pickup
	1	Tullahoma, Tenn.	Airlift Personnel
	4	Ft. Campbell, Ky.	Airlift Personnel to Crash Site
	1	Greenville, Miss.	Prisoner Pickup
	1	Chanute AFB, Ill.	Prisoner Pickup
	1	Brookley AFB, Ala.	Airlift Cargo
	1	Blytheville AFB, Ark.	Prisoner Pickup
	1	Ft. Campbell, Ky.	Airlift Personnel
	3	Roanoke, Va.	Airlift Personnel
	1	Arnold Research and Development Center, Tenn.	Airlift Personnel
	1	Mitchel AFB, N.Y.	Navigation Training
	1	Ardmore, Okla.	Navigation Training
February	1	Olmstead AFB, Pa.	Deliver Acft to IRAN
	1	Olmstead AFB, Pa.	Return Acft from IRAN
	1	Godman AAF, Ky.	Prisoner Pickup
	1	Ft. Campbell, Ky.	Airlift Personnel
	1	Maxwell AFB, Ala.	Airlift Cargo
March	5	Tullahoma, Tenn.	Airlift Personnel
	1	Godman AAF, Ky.	Prisoner Pickup
	1	Olmstead AFB, Pa.	Return Acft from IRAN
	1	Camp Mack Morris, Tenn.	Airlift Personnel
April	8	Dickson, Tenn.	Airlift Personnel to Crash Site
	1	Selmer, Tenn.	Weather Balloon Pickup
	2	Godman AAF, Ky.	Prisoner Pickup
	2	Campbell AFB, Ky.	Airlift Personnel
	1	Berry Field, Tenn.	Airlift Personnel
	1	Blue Grass, Ky.	Airlift Cargo
	1	Memphis, Tenn.	Airlift Cargo
	1	Olmstead AFB, Pa.	Deliver Acft to IRAN
May	2	Frobisher Bay, N.W.T.	Airlift Personnel and Equipment
	1	Godman AAF, Ky.	Prisoner Pickup
	2	Fort Lee, Va.	Participate in LOGEX 57
	1	Dobbins AFB, Ga.	Airlift Cargo
	1	Olmstead AFB, Pa.	Deliver Acft to IRAN
	1	Forney AAF, Mo.	Support TAC Air to Ground Gunnery

Month	Number of Aircraft	Destination	Type of Mission
June	1	McGee Tyson, Tenn	Airlift Survey Team
	2	Donaldson AFB, SC	Support 251st Comm Gp
	1	Ft., Compbell, Ky	Airlift Personnel
	1	Olmstead AFB, Pa	Airlift Personnel to Seapons Conference
	2	Godman AAF, Ky	Prisoner Pickup
	1	Donaldson AFB, SC	Airlift Personnel

SUMMARY OF CARGO AND PERSONNEL AIRLIFTED

Month	Number of Personnel	Weight of Personnel	Weight of Cargo	Total Pounds Airlifted
January	48	9600	240	9840
February	9	1800	258	2058
March	52	10400	250	10650
April	71	14200	1389	15589
May	312	6240	1961	64361
June	42	8400	4670	13070
Total	534	106800	8768	115568

V MAINTENANCE

Captain Albert F. Paquette was assigned as Squadron Maintenance Officer during the report period. 1st Lt Fred M. Liebert was Assistant Maintenance Officer. Mr. Ivy Smith replaced Mr. Bill Hladky as Vertol Aircraft Corporation Field Representatives. Master Sergeant Qualls replaced Master Sergeant Savage as Line Chief.

On 17 January H-21 528687 experienced a total loss of oil pressure at Roanoke, Virginia. The trouble was experienced after the aircraft stood over night in freezing weather. The crew chief on the flight was unable to locate the trouble so Captain Paquette and T/Sgt Windsor flew to Roanoke to determine the difficulty. A complete lubrication system check was made. By the process of elimination the trouble was traced to the recently repaired hopper tank. The return line on the bottom of the hopper tank had been welded to the regular tank but not through the system. A new, complete oil tank was flown in andinstalled and all other aircraft were checked for the same mistake, but the problem proved to be an isolated case.

During the month of February the Squadron attained the highest in-commission rate in its history (71 percent).

In February Lt Liebert experienced complete engine failure on a flight to Fort Campbell, Kentucky. The aircraft was landed on the only available area on the side of a hill, with out damage to the aircraft. The aircraft was repaired at the site and flown back to Sewart Air Force Base. The engine failed due

4 Photographs of Hydrographic Survey

5 Roster of pilots and flying time during the period

to oil starvation, however examination by the Depot failed to reveal the cause of oil starvation.

In March the Tool Crib was reorganized. New personnel were assigned and improved procedures established. Continued shortage of supply personnel made it mandatory to continue assigning maintenance personnel to the activity. To reduce the turn over of personnel, individuals were assigned this duty over a more extended period. They were also given the responsibility of screening bench stocks and improving the variety of items available. Technical Sergeant Gunter was placed in charge of the Tool Crib and Bench Stock.

During this period many of the new personnel arriving in the squadron had no previous experience in maintaining the H-21. Arrangements were made to send 36 of these mechanics to the H-21 MTD at Donaldson Air Force Base during March, April, and May.

In March H-21 52-8688 was returned to Sewart from loan status to the 33rd Fighter Group, Otis AFB, Mass. The aircraft was used at Otis for 3 months without trouble and was returned to Sewart in excellent condition.

On 6 April H-21 52-8686 was landed in a field near Selma, Tennessee, due to avoiding extreme weather in a tornado warning area. During the night a flash flood resulted in the aircraft being submerged in about 7 feet of water. Two days were required to disassemble the aircraft; placed the sections on dolleys and transported the aircraft back to Sewart Air Force Base on flat beds.

In May H-21s' 52-8677 and 52-8689 were disassembled and shipped to Frobisher Air Base, NWT. Complete periodic inspections were pulled prior to shipment. Necessary component time changes were made prior to departure to permit completion of the mission without further major component changes. Four officers and six airmen departed with the H-21s' aboard two C-124s'. All emergency supplies (enroute kit) were also taken on this mission.

In June Lt Gronwoldt experienced failure of the jaw coupling as he was applying power to come to a hover here at Sewart AFB. This resulted in shearing of the forward and aft drive shafts; damage to blades becoming out of phase; and damage to tail fin covers and aft control cables when blades struck fuselage. The Director of Materiel immediately grounded all H-21s of this organization pending receipt of the shot peened jaw couplings. This interupted several missions including two aircraft at Frobisher Air Base, two aircraft at Donaldson AFB, one aircraft at O'Hare AFB and three aircraft preparing to depart on a mission to Foster AFB. Eight shot peened jaw couplings were finally obtained when Captain Paquette personally visited Olmsted AFB and expedited their receipt.

Two of the jaw coupling kits were immediately placed in air freight section at Olmsted AFB for air lift to Frobisher Air Base.

In addition to the grounding of aircraft, the mission at Frobisheris encountering many other difficulties. The loadmaster on the C-124 accidentely broke a cockpit canopy on one of

the H-21's while unloading at Frobisher. The other aircraft developed a crack in an aft longeron. This necessitated sending a team from Olmsted AFB to make the repair. The longeron modification was made on both aircraft by the Depot team at this time. The cockpit canopy obtained at Sewart AFB was processed through Base Supply and delivered to Base Transportation for air shipment to Frobisher, the latter part of May. However, the canopy remained in the Transportation section until 19 June awaiting an AMD number. The canopy was shipped on American Air Lines to Dover AFB, Delaware, 19 June. Dover AFB receipted for its delivery, however the canopy has not arrived at Frobisher.

The decision was made to use Base aircraft to deliver all needed parts to Frobisher AB because of the undependability of normal methods of air shipments. Due to the reduced flying hours available in the last quarter this was not considered practical, however it is the only way to get proper support for the Frobisher Mission.

In June the Maintenance Section returned to the Dock System in an effort to reduce the number of days required to complete periodic inspections. The initial goal of 5 days out of commission for inspections was established. Two dock crews were established. Crew chiefs remain with aircraft while undergoing inspection. Every effort is being made to guarantee availability of at least four of the five mechanics assigned to each Dock Chief. This involves considerable coordination between the First Sergeant and Line Chief in assigning duties and training.

Maintenance statistics are included in attachment #6. The average AOCP rate has decreased from previous periods, however, it is still one of the major items which is causing an unacceptable in-commission rate. Much time has been spent in trying to find a solution to our aircraft parts difficulty. No "cure all" answer has been found yet.

6 Maintenance Statistics Summary

7 Unsatisfactory Reports

8 Technical Order Compliances

VI COMMUNICATIONS

The Air Electronics Section has offered direct support to the aircraft maintenance program during the past year. This section in the last year has set up operational bench mock-up equipment which makes possible the testing of the electronic equipment as installed in the H-21B aircraft.

AN/ARC-27 - - Transceiver, used for in-flight communication between pilot and tower.

AN/AIC-10 - - Intercommunication set.

R - 11A - - Low frequency range receiver used as a navigational aid.

A suitable bench stock level is being maintained including general radio parts as well as tubes and associated hardware.

In the last period of the past year the communications section made three Technical Order Changes which modified the AN/ARC-27 transceiver for more stable used in the aircraft. At the present time nearly all aircraft contain a transceiver with all of the latest modifications. This section also participated in experimental programs as set up by Tactical Air Command Headquarters involving procedures for post and pre-flight inspection.

At the present time this organization is short two radio repairmen, AFSC of 30150B and 30150C. All of the radio repair men of this section hold a 30 level AFSC and is actively participating in the OJT program. By the end of July it is expected that

three of the repairmen will hold a 50 level as called for in position authorizations. The radio repairmen of this section, have in the last few months, attended various schools as set up by the 314th Troop Carrier Wing at Sewart, and are planning to attend other classes on equipment not necessarily installed in the H-21B but equipment that would be considered in their AFSC descriptions.

VII SUPPLY

During this reporting period (1 January 1957 through 30 June 1957) this section has had a rapid turn over in supply personnel. A/3C Willie Vaughn (Supply Clerk) was transferred into the Squadron Operations Section shortly after being replaced by A/3C Tomas E. Rael on 21 January 1957. A/2C Ernest S. Blanton, Supply Specialist, transferred overseas on 1 April 1957. A/1C Charles H. Darnell, also a Supply Specialist, was released from active duty on 17 May 1957 and was replaced by A/1C Loyd W. Elmore who had previously re-enlisted with a supply field AFSC. A/1C John M. Baca was assigned to this section on 6 May 1957 to cross train into Personal Equipment. A/3C Jack Honeycutt also came into the section on 6 May 1957 and was assigned as Personal Equipment Specialist. Due to the transfer of 1st Lt Krainiak, former Tool Crib Officer, on 2 April 1957, 1st Lt Grady L. Fisher was assigned additional duty as the Officer in Charge of the Maintenance Tool Crib. The strength for the Supply Activity has been eight (8) supply airmen and four (4) personal equipment personnel authorized every since this Squadron's re-organization on 12 December 1956. The latest Unit Manning Document increases the authorization to nine (9) supply personnel and four (4) personal equipment men of which only six (6) supply men and two (2) personal equipment men are assigned, thus requiring an additional burden in the performance of the various duties.

On 10 March 1957 the Squadron Unit Supply was re-organized to include the Tool Crib, Tech Supply and Unit Supply in the same building to improve supervision of all supply functions and records. A semi-annual inventory followed the re-organization of all organizational property in the possession of the Tool Crib and the latest balances were entered on the newly accomplished Hand Receipts on 26 March 1957. All overages were disposed of through proper channels and authorized equipment, which was not presently on hand, was placed on order.

On the 8th of March the Supply Section had a special Inspection by the 18th Air Force Inspection Team. This section received an excellent report on the inspection even though some authorized property was not on order but in the process of being ordered. This situation developed due to the increased authorization of personnel from 129 to 165 men.

The supply semi-annual inventory, which had taken approximately two weeks to complete, reached its climax on 26 March 1957. This consisted of physically counting all property assigned to this Squadron, 1,182 line items and 14,062 units of line items on hand. Immediately following the inventory approximately seven hundred (700) 1120 cards were re-accomplished due to a change from Air Force Class 17-B to Federal Stock Numbers. It would be impossible to accurately account for the manhours expended on this project but it is estimated at 160 manhours to accomplish the task.

Due to an increase of personnel on the latest Unit Manning Document it automatically increased the quantities of tool kits for this Squadron under the following ECL's 10-30-1, 10-42-8, 10-43-1, 10-43-2 and 10-47-2. An in use reduction of the above ECL's for the increased quantities is being submitted.

Cancellations have been submitted on property that was ordered in 1955 and 1956 that has been carried forward to 1957. The property will be resubmitted as of 1 July 1957 for items that are still authorized. Essential items ordered in 1955 and 1956 were not cancelled but will be carried forward to fiscal year 1958 as of 1 July 1957.

Attachment 1

GAINS OF OFFICERS AND AIRMEN BY MONTH

JANUARY

OFFICERS	None				
AIRMEN	A/1C	Dodson, J.E.	A/3C	Rael, T.E.
	A/1C	London, R.D.	A/3C	Cooley, L.R.
	A/3C	Kauffman, W.E.,Jr.	A/3C	Green, C.
	A/3C	Ledbetter, B.L.	A/1C	Busse, R.H.
	A/3C	Jackson, J.J.		

FEBRUARY

OFFICERS	1/Lt	Collier, P.E.	1/Lt	Fisher, G.F.
AIRMEN	A/2C	Hutchison, J.D.	A/2C	Elrod, A.F.
	T/Sgt	McGuire, C.J.	T/Sgt	Frautschi, K.O.

MARCH

OFFICERS	None			
AIRMEN	A/3C	Ewton, H.H.		

APRIL

OFFICERS	None			
AIRMEN	A/2C	Root, R.J.,Jr.	A/3C	Ham, H.M.
	A/2C	Ozmar, J.R.		

MAY

OFFICERS	2/Lt	Hahn, G.S.	2/Lt	Huss, J.R.
AIRMEN	A/3C	Akins, W.L.	A/3C	Derryberry, B.E.
	A/1C	Baca, J.M.	A/1C	Elmore, L.W.
	A/3C	Honeycutt, J.	A/3C	Cernett, L.G.
	M/Sgt	Sanford, E.H.	A/B	Campbell, J.D.
	A/3C	Walker, J.R.,Jr.	A/3C	Croom, S.R.,Jr.

JUNE

OFFICERS	None			
AIRMEN	A/3C	Muir, O.W.,Jr.	A/3C	Cooper, W.B.,Jr.
	A/1C	Stephens, G.C.,Jr.	A/3C	Harville, W.D.
	A/2C	Gallagher, W.R.	A/3C	Davenport, J.A.

LOSSES OF OFFICERS AND AIRMEN BY MONTH

	DISCHARGED	TRANSFERRED
	JANUARY	
OFFICERS	None	1/Lt Sennett, J.W. 1/Lt Warden, B.E.,Jr. 1/Lt Bartley, W.C. 1/Lt Bond, G.E. 1/Lt Dair, D.G. 1/Lt Thomas, D.W. 2/Lt Pilkinton, B.R.
AIRMEN	A/2C Gooch, D.L. A/1C Janson, J.E.	A/1C Gaydos, F.,Jr. A/1C Arrowood, R.H. A/2C Womack, T.A.,Jr.
	FEBRUARY	
OFFICERS	None	Capt Thompson, F.G.
AIRMEN	S/Sgt Debenham, J.R. A/1C Bertram, D.W. A/1C Herr, R.L. A/1C Bond, R.G. A/1C McCance, E.A. A/1C Davis, R.E. A/1C Hensley, C.F. A/2C Wilkins, S.E.	A/3C Perez, E.R.
	MARCH	
OFFICERS	1/Lt Beglen, J.M.,Jr.	None
AIRMEN	S/Sgt Kelley, E.L.,Jr. A/1C Sprague, H.L. A/B Green, C.	T/Sgt Windsor, J.G.
	APRIL	
OFFICERS	1/Lt Alberg, H.B.,Jr. 1/Lt Simmons, B.D.	Capt Rhoades, H.B.,Jr.
AIRMEN	A/1C Foore, D.H. A/1C Clingan, F.A. S/Sgt Ausman, K.E.	M/Sgt Bowden, A.G. S/Sgt Stursa, F.E. S/Sgt Lemon, J.L. A/1C Mallonee, J.E. A/1C Regan, J.G.,Jr. A/1C Keller, L.J. A/2C Albert, J.W. A/2C Schneiderman, M.H. T/Sgt Cowles, L.N. T/Sgt Tindal, J.,Jr.

LOSSES OF OFFICERS AND AIRMEN BY MONTH (Cont'd)

	DISCHARGED	TRANSFERRED
	MAY	
OFFICERS	1/Lt Wallace, C.C.	1/Lt Krainiak, A.,Jr.
AIRMEN	S/Sgt Heine, K.L.	A/1C Harper, G.D.
	A/1C Darnell, C.H.	A/1C Houze, R.C.
	A/3C Ledbetter, B.L.	A/1C Smith, F.,Jr.
	A/B Hicks, D.C.	A/2C Blanton, E.S.
	A/B Black, C.R.	
	JUNE	
OFFICERS	None	None
AIRMEN	S/Sgt Rookard, R.L.	S/Sgt Dodd, J.H.,Jr.
		A/2C Lavana, J.T.

SHORTAGES AND OVERAGES (BY OFFICER AND AIRMEN CAREER FIELD)

AT BEGINNING OF REPORTING PERIOD

	CAREER FIELD		AUTH	ASSIGNED	# OVER	% SHORT
OFFICERS	0066A		1	0	-	100
	1024B		32	20	-	38
	1435		4	0	-	100
	3054		1	0	-	100
	4344		1	0	-	100
	6424		1	0	-	100
	7324		1	0	-	100
		TOTAL	41	20		
AIRMEN	27		4	1	-	75
	30		8	1	-	88
	42		12	1	-	83
	43		69	72	3	0
	47		4	1	-	75
	53		4	1	-	75
	64		8	3	-	63
	70		5	1	-	80
	73		6	4	-	33
	92		4	0	-	100
		TOTAL	124	85		

AT END OF REPORTING PERIOD

	CAREER FIELD		AUTH	ASSIGNED	# OVER	% SHORT
OFFICERS	0066A		1	0	-	100
	1024B		32	14	-	60
	1435		4	1	-	75
	3054		1	0	-	100
	4344		1	0	-	100
	6424		1	0	-	100
	7324		1	0	-	100
		TOTAL	41	15		
AIRMEN	27		4	0	-	100
	30		8	6	-	25
	42		8	6	-	25
	43		69	60	-	13
	47		4	2	-	50
	53		4	2	-	50
	64		12	4	-	66
	70		5	5	-	0
	73		6	5	-	19
	92		4	2	-	50
		TOTAL	124	92		

ROSTER OF 20TH HELICOPTER SQUADRON

OFFICERS		
Majors	Hartley, Gregg D.	A0820011
	Kemp, Thomas H.	A0812277
Captains	Buckley, Wilfred E.	A0841904
	Garner, William L.	A0934419
	Luttinger, Jerome R.	A0941787
	Paquette, Albert F.	A0781036
1/Lt.	Ciriello, Vincent	A03037025
	Collier, Paul E.	A02206488
	Fisher, Grady F.	A0301374 3
	Fortney, James B.	A03036995
	Gronwoldt, William Jr.	A03036997
	Hahn, Guy S.	A03057958
	Huss, John R., Jr.	A03057866
	Lavin, John J.	A03011836
	Liebert, Fred M.	A02245184
	Madison, Richard K.	A0301094 1
	McAllister, Charles N.	A02246557
	Rogers, Huey D.	A0301664 6
	Smith, David L.	A02226248
	Van Deursen, Ferdinand W. Jr.	A02208962
AIRMEN		
M/Sgt	Brugman, Prentis C.	AF14035555
	Hanke, Robert T.	AF20426672
	Qualls, Monroe M.	AF6639321
	Sanford, Edward H.	AF6873766
	Savage, Thomas L.	AF6783261
T/Sgt	Coleman, Clyde	AF14514548
	Forbes, Kenneth F.	AF15378745
	Frautschi, Kenneth O.	AF14627018
	Gunter, Talmadge L.	AF14626614
	Kelly, John J.	AF12292820
	McGuire, Charles J.	AF14626882
	Renfrow, John E.	AF14626204
	Rosson, Francis M. Jr.	AF14626715
S/Sgt	Dodson, J.E.	AF18222470
	Gelineau, Armand R.	AF11247356
	London, Robert D.	AF12413489
	Ray, William C.	AF14468729
	Reed, Wyatt G.	AF14490981
	Rushing, James L.	AF34727177
	Severns, Charles D.	AF19453330
	Smith, Crosby R.	AF12408312
	Wells, Paul R.	AF15452653
	Williams, Roy O. jr.	AF15473772
	Wood, Joseph W.	AF24891567

ROSTER OF 20TH HELICOPTER SQUADRON (Cont'd)

AIRMEN

A/1C	Baca, John M.	AF6961573
	Bailey, John E.	AF38403115
	Baker, Donald J.	AF12446598
	Blanchette, Robert J.	AF11265289
	Blazic, David J.	AF16452488
	Brandon, John J.	AF11279964
	Bryson, Roy G.	AF14419284
	Busse, Roger H.	AF15509942
	Daniels, Charles H.	AF16451874
	Elmore, Loyd W.	AF14493073
	Engleman, Howard G.	AF19439730
	Frank, Richard H.	AF16443232
	Goodman, Rossie M.	AF34453930
	Harris, Jack L.	AF15506813
	Hughes, Kelly R.	AF14275633
	Joe, David, Jr.	AF14494569
	Lewkowitz, Joseph Jr.	AF19517774
	Morris, Joseph R.	AF15475352
	Noel, Richard E.	AF15509824
	Pickett, Rodney L.	AF14516874
	Rich, Billy J.	AF18475271
	Riley, LLoyd E.	AF14184164
	Stephens, Grover C. Jr.	AF24755560
	Thompson, David A.	AF17389503
	Uhlian, Donald C.	AF16450344
	White, James E.	AF14518905
A/2C	Barnard, Jerry L.	AF17449873
	Barry, Thomas H. Jr.	AF22893547
	Brown, Robert M.	AF18496193
	Brumett, Billy G.	AF18491338
	Crowder, Robert P.	AF19514935
	Elrod, Amos F.	AF53121050
	Ewton, Harrison H.	AF15552981
	Gabel, Carl J. Jr.	AF13367786
	Gallagher, Warner R.	AF23470531
	Gaylor, Raymon A.	AF14610902
	Graham, William R.	AF12462062
	Hope, Melvin L. Jr.	AF14221044
	Hutchison, James D.	AF13555456
	Jackson, George R.	AF12451198
	Locke, Dean R.	AF17460889
	McDonald, Jerry D.	AF28194882
	McMahon, Richard T.	AF16536562
	Miller, Kenneth R.	AF37899878
	Miraglia, Victor J.	AF12493856
	Ozmar, James R.	AF24280171

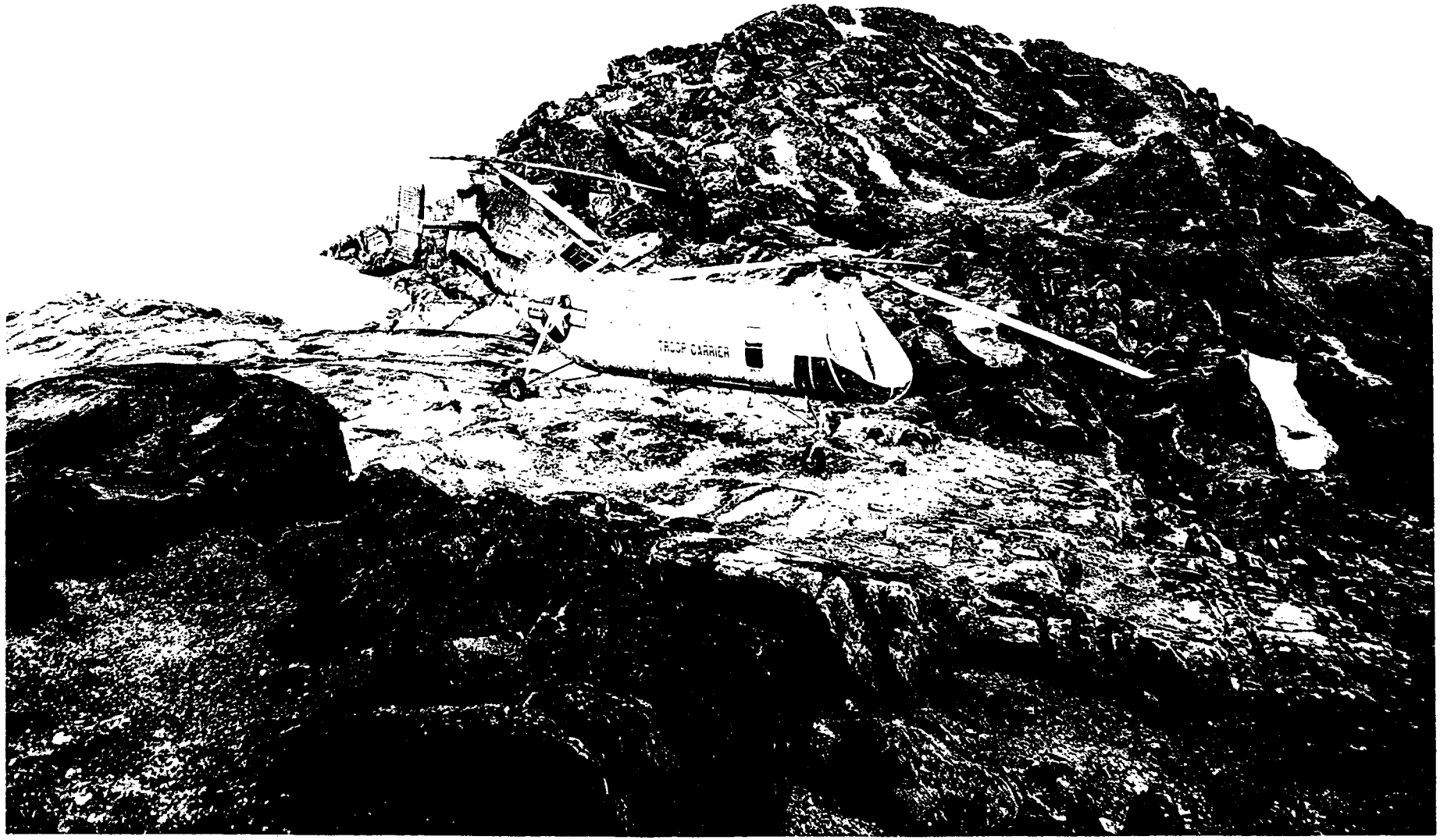
ROSTER OF 20TH HELICOPTER SQUADRON (Cont'd)

AIRMEN

A/2C(Cont'd)		
	Root, Raymond J. Jr.	AF11274485
	Schmidt, Horace A.	AF18497403
	Seegers, Jerry M.	AF14539839
	Smith, William	AF16471252
	Vaughn, Donald L.	AF12496612
	Vause, Matthew C.	AF12460049
	Vozar, Edward M.	AF16519049
A/3C	Akins, William L.	AF14616485
	Bridges, Earnest	AF14630392
	Cornett, Lannie G.	AF15568018
	Croom, Stephen R. Jr.	AF14626656
	Davenport, James A.	AF25252658
	Derryberry, Billy E.	AF18529532
	Harville, William G.	AF14617915
	Ham, Hugh M.	AF14511587
	Honeycutt, Jack	AF34608638
	Jackson, John J.	AF14639032
	Krebs, Alva W.	AF17458085
	Kauffman, William E.	AF13580804
	Muir, Orra W. Jr.	AF13584931
	Rael, Tomas E.	AF18519848
	Tudhope, Donald R.	AF19510802
	Vaughn, James R.	AF17482073
A/B	Barford, Joseph III	AF13546044
	Cooper, William B.	AF13578749
	Foster, Robert J.	AF16498789


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U.S. AIR FORCE
TROOP-CARRIER


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TROOP-CARRIER
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TROOP CARRIER

Attachment 5

Roster of pilots who remained in the Sq. during the reporting period showing total time, total helicopter time, H-21 Time, time for the 6 months, and average per month.

	Total Time		Total Heli.Time		H-21 Time		Total	Average
Rank Name	1Jan57	30Jun57	1Jan57	30Jun57	1Jan57	30Jun57	6 Month	Per Month
Maj Gregg D. Hartley	3609:20	3703:10	515:05	608:55	336:10	460:00	93:50	15:38
Maj Thomas H. Kemp	3861:15	3947:05	1521:25	1607:15	189:40	241:00	85:50	14:16
Cpt Wilfred E. Buckley	4254:20	4380:00	959:30	1065:30	341:45	450:30	125:40	20:57
Cpt William L. Garner	1393:30	1601:05	440:55	648:30	356:45	564:45	207:35	34:36
Cpt Jerome R. Luttinger	957:40	1102:55	88:10	233:25	00:00	145:15	145:15	24:12
Cpt Albert F. Paquette	1888:00	2058:50	797:15	1067:55	383:30	472:10	170:50	28:28
1Lt Vincent Ciriello	951:40	1125:45	640:40	816:10	464:35	638:40	174:05	29:01
1Lt James B. Fortney	1140:35	1298:10	821:20	979:40	559:30	717:50	157:35	26:16
1Lt William Gronwoldt Jr.	1098:45	1260:30	764:35	928:20	560:05	722:40	161:45	26:58
1Lt Guy S. Hahn	781:10	903:15	476:50	598:55	387:45	509:50	122:05	20:21
1Lt John R. Huss Jr.	736:20	904:05	432:35	604:50	365:10	518:05	167:45	27:58
1Lt Paul E. Collier	365:15	497:00	84:10	215:55	8:00	139:45	131:45	21:58
1Lt Fred M. Liebert	1037:00	1208:25	551:45	721:15	429:10	598:40	171:25	28:34
1Lt Richard K. Madison	945:40	1056:00	665:30	766:50	296:45	418:05	101:20	16:53
1Lt Charles N. McAllister	1079:05	1190:40	531:20	642:55	407:25	519:00	111:35	18:36
1Lt Huey D. Rogers	1016:25	1111:10	536:25	831:10	261:10	361:05	94:45	15:48
1Lt David L. Smith	745:45	841:45	435:35	531:35	136:10	234:00	122:55	20:29
1Lt Grady F. Fisher	778:50	901:45	378:00	500:55	61:30	186:20	122:55	16:00
1Lt Ferdinand W Van Deursen Jr	573:05	673:55	263:45	361:00	70:50	79:30	100:50	16:48
Squadron Average	1432:44	1566:36	584:28	722:41	294:34	419:50	133:50	22:18

Attachment 6

MAINTENANCE STATISTICS SUMMARY

	NR ACFT AUTH	NR ACFT ASGD	NR ACFT POSS	IN COMM RATE %	AOCP RATE %	TOC RATE %	ANFE	SCH %	AOCM UNSCH %	AV NR ACFT IN COMM	ACFT HRS FLOWN	NR HRS PER ACFT
Jan	16	15	12	64.6	11.7	.8	8.3	14.7	7.2	8	196	16.3
Feb	16	15	12	71.0	4.5	0	33.3	4.8	9.4	8	201	16.7
Mar	16	15	11	60.8	.5	0	36.4	20.4	6.7	8	326	23.6
Apr	16	15	13	45.1	13.8	2.3	30.8	12.3	4.3	6	208	16.0
May	16	15	14	54.1	16.7	.5	35.7	10.2	.5	7	179	12.8
Jun	16	16	13	53.4	10.3	1.0	23.1	12.6	0	7	185	14.2
Squadron Average	16	15.2	12.5	54.8	9.6	.8	27.9	12.5	4.7	7.3	216	16.6

Attachment 7

SUMMARY OF UNSATISFACTORY REPORTS

DATE TURNED IN	UR NUMBER	ITEM
10 Jan 57	57-18	Supercharger actuator sticking in high blow position. No action.
16 Jan 57	57-36	Blower motor inop. Condensation in cover. No action.
16 Jan 57	57-35	Blower motor inop. Condensation in cover. No action.
18 Jan 57	57-40	Torque tub - elongated taper pin holes - inc. in T.O. 1H-21-566.
20 Feb 57	57-98	Eng. master rod #1 cyl. broken and pierced crankcase. No action.
28 Feb 57	57-125	Engine - oil in impeller section. More detailed information is being obtained from overhaul.
25 Mar 57	57-199	Frame installed - cracking around rivits. No action.
27 Mar 57	57-225	Trans and cluth assy. - long engagement - improper stacking of clutch plate. No action.
27 Mar 57	57-224	Engine - supercharger stuck in high blow - engine exceeded maximum limits. No action.
10 May 57	57-305	Engine - metal in sumps.
18 Jun 57	57-335	Engine - no compression in #7 cyl., metal in sumps. No action.
26 Jun 57	57-339	Coupling driven - four teeth sheared in clutch assy. No action.



Attachment 8

DATE RECEIVED	T.O.C. NR	REQUIREMENTS AND RESULTS
1 Sep 56	1H-21-541	Replacement of upper aft longiron splice channel. Depot level modification. Six (6) aircraft C/W.
1 Nov 56	1H-21-534	Modification of magnetic standby compass support. Applied to 677, 678, 679, 681. C/W on all aircraft.
21 Jan 57	12R2-2ARC27-511	Replacement of ferry fuel system access doors. Routine modification C/W on all aircraft.
1 Feb 57	1H-21-552	Replacement of engine oil tank dipstick. Routine modification N/A on all aircraft
4 Feb 57	1H-21-573	Inspection for loose taper pins in rotor hub assemblies. Urgent action C/W on all aircraft.
15 Feb 57	1H-21-553	Replacement of ferry fuel system access doors. Routine modification C/W on all aircraft.
15 Feb 57	1H-21-537	Modification of mid-xmsn clutch case mount assembly. Depot level. Applied to 677, 678. 678 modified. 677 awaiting IRAN
11 Mar 57	1H-21-546	Cabin heater duct modification. Routine modification applied to 677 only. Modification C/W on aircraft.
11 Mar 57	1H-21-551	Modification of pilot and co-pilot cyclic sticks. Routine modification C/W on all aircraft except 678 at IRAN, 689 at Frobisher Bay, and 692 at IRAN.
15 Mar 57	1H-21-545	Installation of swash plate lubrication extension. Routine modification C/W on all aircraft.
15 Mar 57	1H-21-557	Reinforcement of bungee bellcrank support bracket. Routine modification applied to 677, 678, 679. All aircraft but 678 C/W.
15 Mar 57	1H-1-38	Marking emergency exits rotary-wing aircraft. Routine modification C/W on all aircraft.
20 Mar 57	12R2-2ARC27-506	Modification of receiver and transmitter to reduce filament voltage and provide dynamotor brush dust trap. Depot assistance T.O.C. Six aircraft C/W.
25 Mar 57	1H-21-555	Modification of pilot and co-pilot sliding windows. Routine modification C/W on all but four (4) aircraft.
10 Apr 57	1H-21-581	Modification of carburetor altitude compensator vent line. Routine modification C/W on all aircraft.
1 Jun 57	1H-21-508	Removal of autopilot. Routine modification C/W on all but six (6) aircraft.
14 Jun 57	1H-21-584	Replacement of mid-xmsn jaw couplings. Routine modification. Eleven (11) aircraft modified.
15 Jun 57	1H-21-551A	Supplement to 1H-21-551

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P.R.C.

(Unclassified) History of the 20th Helicopter Squadron

Sewart Air Force Base, Tennessee

1 July - 31 December 1957

(RCS: AF-15)

James C. Thomas

JAMES C. THOMAS
1st Lt., USAF
Historian

Thomas H. Hartley Jr.

THOMAS H. HARTLEY
Major, USAF
Commander

NOV 2 8 1978

(NINTH AIR FORCE, TACTICAL AIR COMMAND)

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I ORGANIZATION

The 20th Helicopter Squadron, an O/T organization of the Ninth Air Force and assigned to the 314th Troop Carrier Wing (Medium) for logistical and administrative support and operational control, has continued to operate under O/T 1875, 30 June 1956, paragraph 1, 2B, 2C, of Part I, and 1xPart IIB, 3xPart IIC, with an authorized strength of 41 officers and 124 airmen. Effective 1 September 1957, the squadron was transferred from Eighteenth Air Force to Ninth Air Force. The authority for this action was General Orders #33, Headquarters Tactical Air Command, dated 12 August 1957. The present organizational concept provides for a Squadron Headquarters and four detachments, three of which may be dispersed.

The squadron orderly room is located in building number 516. The squadron consists of the following major sections.

COMMAND

PERSONNEL OPERATIONS MAINTENANCE COMMUNICATIONS SUPPLY

II MISSION

The mission of the 20th Helicopter Squadron is to perform air logistical air operations involving movement of personnel and or material, air rescue operations when required, and such other miscellaneous support and operational missions as directed. Some of the functions of the 20th Helicopter Squadron are as follows:

A. Implement emergency war plans and operating instructions as directed.

B. Maintain proficiency in techniques of helicopter air rescue, escape and evasion, and evacuation of personnel from overseas combat zones.

C. Provide airlift for logistical support of remote radar and radio relay sites in ZI and overseas areas, including siting, evacuation of medical cases, laying of heavy communication cable, and other logistical requirements as directed.

D. Provide such other airlift essential to internal operations, movements and supply of Air Force units to which assigned as cannot be effectively performed by theater or zone of interior airlift forces.

E. Provide liaison courier and aeromedical evacuation as may be required.

F. Participate in joint exercises and maneuvers, including support of Air Force personnel in the joint exercise headquarters, and conduct other exercises and maneuvers as directed.

G. Provide firefighting standby on troop carrier assault strips during major assault airlift operations.

H. Participate in disaster relief and other domestic emergencies as required and in accordance with approved plans and existing directives.

III PERSONNEL

Major Gregg [illegible]. Hartley remained in command of the squadron during the reporting period.

Assigned strength of the squadron as of 1 July 1957 was 19 officers and 97 airmen. Assigned strength as of 31 December 1957 was 45 officers and 141 airmen. The gains and losses that took place during the reporting period are shown in attachment 1.

Shortages and overages, by officer and airmen career fields, are shown in attachment 2.

During the month of September the squadron moved to building 516, 517 and 523. This made a centralization of the on base personnel with the top one third of building 516 being used as the orderly room. The remainder of the top floor was made into a dry room with a pool table, television set, magazine section and card tables set up for the entertainment of the men.

The following airmen were selected as squadron Airman of the Month for the month indicated. In addition, Airman First Class Grover C. Stephens Jr. was selected as 839th Air Division Airman of the Month for November.

A/2C Tomas E. Rael	July
A/1C Roger H. Bussee	August
A/1C David A. Thompson	September
A/1C Loyd W. Elmore	October
A/1C Grover C. Stephens Jr.	November
A/1C Joseph [illegible]. Morris	December

A roster of key personnel as of 31 December 1957 is as follows:

Major Gregg D. Hartley	Commander
Major Thomas H. Kemp	Operations Officer
1st Lt. Richard D. LeDoux	Maintenance Officer
1st Lt. Fred M. Liebert	Asst. Maintenance Officer
1st Lt. James E. Clarke	Air Electronics Officer
1st Lt. Charles N. McAllister	Adjutant
1st Lt. Dale E. McDonald	Asst. Adjutant
1st Lt. Ferdinand W. Van Deursen Jr.	Supply Officer
1st Lt. Huey D. Rogers	Asst. Supply Officer
1st Lt. Harold G. Olson	Technical Supply Officer
1st Lt. Richard P. Ladd	Tool Crib Officer
M/Sgt Edward H. Sanford	First Sergeant
M/Sgt Thomas L. Savage	Line Chief
T/Sgt Kenneth F. Forbes	Air Electronics NCOIC
T/Sgt Shepherd D. Mims	Supply NCOIC

During this period the squadron has discharged 22 airmen, five of whom reenlisted, giving the squadron a reenlistment rate of 22.7%. The following named airmen reenlisted:

T/Sgt Richard R. Aspinwall	A/1C Kenneth R. Miller
S/Sgt John E. Bailey	A/2C Donald L. Vaughn
S/Sgt James L. Rushing	

There were three cases of AWOL during the period. All three airmen were punished under Article 15.

The promotion of airmen during the reporting period is as follows:

To S/Sgt:	John E. Bailey	Herbert Lee
	Roy G. Bryson	David Joe Jr.
	Howard G. Engleman	James E. White
	Kelly F. Hughes	
To A/1C:	Amos F. Elrod	Victor J. Miraglia
	Kenneth R. Miller	
To A/2C:	Ernest Bridges	Stephen M. Looney
	James A. Davenport	Orra W. Muir Jr.
	Hugh M. Ham	Richard L. Nuhn
	William D. Harville	Tomas E. Rael
	Jack Honeycutt	James R. Walker Jr.
	William E. Kauffman Jr.	
To A/3C:	William B. Cooper Jr.	

At the end of the reporting period there were 33 airmen in OJT, as reflected in attachment 3. Eleven men who were in OJT at the beginning of the period completed their training.

The wives of the officers and NCO's contributed home baked goods and candies for a Christmas party. The party was held in the day room and it was a treat for those men who were unable to go home for the holidays.

A roster of personnel of the squadron as of 31 December 1957 is given in attachment 4.

1 Gains and losses of officers and airmen

2 Shortages and overages by officer and airmen career field

3 Squadron OJT Status at the end of the reporting period

4 Roster of 20th Helicopter Squadron

IV OPERATIONS

Major Thomas H. Kemp has continued as Operations Officer during the period of this report. M/Sgt William V. Laseur was assigned to the Operations Section during the month of August, and has served as the Air Operations Supervisor and Form 5 clerk since that time. He replaced the former Form 5 clerk, A/3C Willie Vaughn.

The month of October brought the move of the operations section from building 537, a small building previously shared with the squadron headquarters, to two tents in the CALSU area. At present, the operations office occupies one tent and an adjacent tent is used as the briefing room and crew lounge. Considerable effort on the part of numerous officers and airmen of the squadron has resulted in a neat, orderly and comfortable location for the operations section. Improvements effected include the creation of a gravel covered parking lot adjacent to the tents, gravel walkways, cedar trees planted around the tents, grass seed sown in needed areas, and the installation of plywood crating material on the walls and ceilings of both tents. The only real discomfort peculiar to this new location has been recurring difficulties with the fuel oil heaters during extreme cold weather.

At the beginning of the period we had a total of eleven line pilots and eight staff pilots assigned to the squadron; at the end of this period we had a total of forty line pilots and four staff pilots assigned to the squadron. A large influx of new pilots from the helicopter school and experienced pilots from the recently deactivated 21st Helicopter Squadron at Donaldson AFB, South Carolina has brought the operations section up to 100% of the authorized line pilot strength for the section as compared to 29.1% assigned at the beginning of the period.

This large influx of experienced pilots from Donaldson AFB resulted in the assignment of three new flight commanders and a new instrument examiner who is a graduate of the USAF Instrument School at Moody AFB, Georgia. The mission performance capability of the operations section and of the squadron now appears to be at an all time high.

The last two months of this period saw a veritable windfall of flying time allocated to the squadron, resulting in more combat crew training and a greatly improved proficiency level for assigned aircrews.

As in the past, the squadron has continued to be called upon to perform many and varied missions. The mission at Frobisher Bay in support of the United States Navy Hydrographic Survey Team was successfully completed on 8 September. On 10 September, another mission was begun at Sondrestrom AB, Greenland in support of the DEW Line project there. This mission was completed on 23 September.

During a ten day period in the month of July, three helicopters of this squadron provided logistic support for a line of communications sites between Foster AFB and Bergstrom AFB, Texas. At about this same time, two of our aircraft flew missions in the vicinity of Otis AFB, Massachusetts in support of the 152nd ANG Tactical Communications Group, and again in August a similar mission supported the 253rd Communications Group at Grenier AFB, N. H.

The following is a summary of operations during the period 1 July 1957 through 31 December 1957:

SUMMARY OF AIRCRAFT TIME

	Aircraft Hrs Flown	Directed Missions	Combat Crew Training	Aircraft Test
July	310:10	261:30	37:10	11:30
August	301:30	233:55	57:35	10:00
September	211:25	123:50	81:25	6:10
October	152:50	7:05	141:10	3:55
November	414:00	11:05	391:25	11:30
December	257:20	4:00	236:10	17:10
Total	1647:15	641:25	944:45	60:15

A comparison of the above statistics with the Summary of Missions Flown for the months of November and December will reveal that a large portion of the training time for those two months was used in the accomplishment of directed missions.

SUMMARY OF PILOT UPGRADING

	SCP to CP	CP to FP	FP to TFP	TFP to IP	TFP to Test Pilot	Instrument Checks	Standardization Checks
July	3	0	0	0	0	1	4
August	5	0	3	0	0	1	1
September	7	1	0	0	0	2	2
October	2	0	0	1	0	1	1
November	2	0	1	2	0	2	10
December	0	1	1	0	0	3	2
Total	19	2	5	3	0	10	20

SUMMARY OF PILOT TIME

	Staff Pilots	Line Pilots	Squadron Average
July	31:20	23:00	26:20
August	25:20	15:10	17:15
September	8:00	9:00	8:45
October	15:05	7:10	8:00
November	14:30	17:25	17:05
December	6:45	11:20	10:55

SUMMARY OF COURSES COMPLETED BY SQUADRON PILOTS

	Military Principles	Instrument School	MTD	Survival School	Air Ground School
July	0	0	0	0	0
August	7	3	0	0	1
September	0	2	0	0	0
October	0	3	0	3	0
November	0	9	0	2	1
December	0	0	0	0	2

SUMMARY OF CARGO AND PERSONNEL AIRLIFTED

	Number of Personnel	Weight of Personnel	Weight of Cargo	Total Pounds Airlifted
July	289	57,800	33,511	91,311
August	291	52,050	350	52,400
September	935	187,000	49,985	236,985
October	31	6,200		6,200
November	52	10,400	13,210	23,610
December	212	Paradropped	1,185	1,185
Total	1,810	329,250	98,241	427,491

SUMMARY OF MISSIONS FLOWN

Month	Number of Aircraft	Destination	Type of Mission
July	1	Donaldson AFB, S. C.	Ferry Aircraft
	2	Otis AFB, Mass.	Airlift Personnel
	3	Foster AFB, Texas	Logistic Support
	2	Campbell AFB, Ky.	Airlift Doctor
	1	Morton, Pa.	Aircraft Pickup
	1	Campbell AFB, Ky.	Airlift Personnel
	1	Godman AAF, Ky.	Prisoner Pickup
	1	Memphis, Tenn.	Prisoner Pickup
August	1	Hannibal, Mo.	Static Display
	1	Fort Knox, Ky.	Prisoner Pickup
	1	Fort Knox, Ky.	Prisoner Pickup
	1	Donaldson AFB, S. C.	Check Torque Wrenches
	1	Grenier AFB, N. H.	Logistic Support
	1	Olmstead AFB, Pa.	Deliver Aircraft to IRAN
September	1	Donaldson AFB, S. C.	Parts Pickup
	1	Campbell AFB, Ky.	Airlift Personnel
	1	Campbell AFB, Ky.	Airlift Cargo
	1	Godman AAF, Ky.	Airlift Personnel
October	1	Godman AAF, Ky.	Airlift Personnel
	1	Olmstead AFB, Pa.	Deliver Aircraft to IRAN
	1	Muscle Shoals, Ala.	Airlift Personnel
	1	Murfreesboro, Tenn.	Airlift Personnel
November	1	Donaldson AFB, S. C.	Airlift Personnel
	3	From Donaldson AFB,S.C.	Ferry Aircraft
	1	Campbell AFB, Ky.	Airlift Personnel
	1	Donaldson AFB, S. C.	Airlift Personnel and Equipment
	1	From Donaldson AFB,S.C.	Ferry Aircraft
	1	Olmstead AFB, Pa.	Airlift Personnel and Equipment
	3	MacDill AFB, Fla.	Navigational Training
	1	Eglin AFB, Fla.	Support AFROTC Suitability Tests of AN/MTS-16
	1	Campbell, Ky.	Airlift Personnel
	1	Olmstead AFB, Pa.	Ferry Aircraft
	1	Olmstead AFB, Pa.	Airlift Personnel
	1	Donaldson AFB, S. C.	Airlift Personnel and Equipment
	1	Donaldson AFB, S. C.	Airlift Personnel and Equipment
	2	Barksdale AFB, La.	Navigational Training
	1	Pope AFB, S.C.	Airlift Personnel and Equipment

SUMMARY OF MISSIONS FLOWN

Month	Number of Aircraft	Destination	Type of Mission
December	1	Seymour Johnson AFB, N. C.	Airlift Personnel and Equipment
	3	Pope AFB, N. C.	Support "All America"
	1	Donaldson AFB, S. C.	Airlift Personnel and Equipment
	1	McGee Tyson AFB, Tenn.	Airlift Personnel and Equipment
	1	Langley AFB, Va.	Airlift Personnel and Equipment
	1	McGee Tyson AFB, Tenn.	Airlift Personnel and Equipment
	1	Olmstead AFB, Pa.	Ferry Aircraft
	1	Lambert Field, St. Louis, Mo.	Airlift Personnel and Equipment
	1	Brookley AFB, Ala.	Airlift Personnel and Equipment
	1	Gadsden, Ala.	Airlift Equipment
	1	Dobbins AFB, Ga.	Airlift Equipment
	1	Milan, Tenn.	Airlift Personnel
	1	Dobbins AFB, Ga.	Airlift Cargo
	1	Dobbins AFB, Ga.	Airlift Equipment

5 Roster of pilots and flying time

V. MAINTENANCE

At the beginning of the period covered by this report, Captain Albert P. Paquette was still the Maintenance Officer, with 1/Lt Fred M. Liebert as his assistant. Mr. Ivy Smith and M/Sgt Qualls remained in their respective positions as Vertol factory representative and Line Chief.

On 20 August, 1/Lt Richard D. LeDoux took over as Maintenance Officer with 1/Lt Fred M. Liebert remaining as his assistant. On 16 September, Mr. DeLong reported to the squadron as the new representative from the Vertol factory, replacing Mr. Smith. During the first week of October, M/Sgt Savage replaced M/Sgt Qualls as Line Chief.

This has been a period punctuated by moves involving all sections of the squadron and by a large turnover in both aircraft and personnel. For the maintenance section, moving began in July with a relocation of the section from building 608, a hangar, to tents which had been set up next to the helicopter flight line and parking area, and ended on 18 October with the maintenance office and inspection section permanently located in building 620. The remainder of the maintenance section is now situated in tents in the CALSU area, and the aircraft are parked on the ramp in front of these tents.

In August, word was received that the 21st Helicopter Squadron at Donaldson AFB, South Carolina would be deactivated, and that a number of their aircraft and personnel would be transferred to the 20th Helicopter Squadron here at Sewart AFB. At the same time, some of the aircraft here at Sewart and some of the aircraft at Donaldson would be transferred to the Air Training Command. The aircraft to be transferred to the Air Training Command were as follows:

20th Helicopter Squadron	21st Helicopter Squadron
52-8678	53-4334
52-8679	53-4335
52-8681	53-4336
52-8686	53-4337
52-8691	53-4338
52-8693	53-4339
52-8695	53-4341
52-8697	
52-8706	

The aircraft to be kept by the 20th Helicopter Squadron were as follows:

52-8687	53-4344	53-4400
52-8688	53-4345	54-4000
52-8692	53-4346	54-4002
52-8696	53-4347	55-5129
53-4342	53-4348	55-5130
53-4343	53-4356	55-5131

The first ferry crews from Randolph AFB, Texas arrived on 17 October and picked up aircraft 52-8678 and 52-8706. On 23 October, aircraft 55-5129, the first replacement ship, arrived from Donaldson AFB.

All during November, additional personnel arrived from Donaldson AFB. This increase in experienced personnel somewhat eased the work load of the original 20th Helicopter Squadron personnel. A different type of inspection system, the dock system, was started under the direction of T/Sgt Haney. Another dock crew was set up, making a total of three. Implementation of the newer system, plus the creation of the third dock crew, is expected to shorten the time that an aircraft is out for periodic inspection. A shift in flying personnel was also made, due to the influx of seven level personnel from Donaldson. Effective 1 December, the five level airman on status were replaced by seven level airmen.

Also during the month of November, the squadron accomplished 444 hours of flying time, adding to the already heavy workload imposed upon

the maintenance section by the transfer of nine of our aircraft to the Air Training Command. In spite of this increased work load, the squadron maintained the highest in-commission rate opposed to flying time that this squadron has had to date.

On 10 December, aircraft 52-8686 was finally put in commission after being out for various reasons since April 1957. It was transferred to Randolph AFB on 26 December. This was the last aircraft to be transferred by this squadron. At the close of the reporting period, one aircraft remained to be brought to us from Donaldson, and one aircraft remained at that station to be transferred to Randolph AFB during the early days of January 1958.

6 Maintenance Statistics Summary

7 Summary of Tech Order Compliances

8 Summary of Unsatisfactory Reports

VI COMMUNICATIONS

The Air Electronics Section has offered direct support to the maintenance program of the squadron during the period covered by this report. This includes missions assigned to the squadron at Foster AFB, Texas and a two month tour of duty for a radio repairman at Frobisher Bay, NWT. This section has maintained repair facilities for the radio equipment as listed below and a complete line of general components and parts that might be necessary for their repair and maintenance. The shop maintains a complete operational bench mock-up for the following electronic equipment as installed in the B-21B aircraft.

AN/ARC-27	Transceiver, used for in-flight communication between pilot and tower
AN/AIC-10	Intercommunication set
R - 11A	Low frequency range receiver used a navigational aid

At the present time the personnel strength of this section is nine radio repairmen. There are two 30150C and one 30130C repairman. Of the remaining six radio repairmen, three hold a 30150B and three hold a 30130B AFSC. The "C" indicates radio navigational systems repairman and the "B" indicates a general radio repairman. An active OJT program is being conducted as set up by the squadron training section. As part of the training program, three of our repairmen are attending a radio fundamentals course as conducted by the 314th Troop Carrier Wing Training Section. This school lasts for a period of 200 training hours and arrangements are being made to permit three more of our airmen to attend when the present group is graduated.

A bench mock-up has been installed in the operations tent to permit radio contact between the aircraft and the squadron, but it is not yet in operation due to the fact that new cables must be manufactured.

With the arrival of new aircraft from Donaldson AFB, the radio section will have a larger responsibility than ever before, as far as keeping the electronics equipment in operational condition is concerned.

VII SUPPLY

The period from 1 July 1957 to 31 December 1957 has ben an eventful one for the supply section of the 20th Helicopter Squadron. A 25% personnel turnover, a change of Supply Officers, two relocations and a crash program for resupply of a Frobisher Bay mission have combined to make this reporting period an interesting and revealing one.

S/Sgt Everett L. Eaton arrived in the section on 3 July 1957, filling one of the vacancies for a 64173 on the UMD. A/1C Herbert Lee came to the 20th Helicopter Squadron on 1 July with a personal equipment AFSC and was placed in charge of the squadron personal equipment section. Subsequently, on 1 September 1957, Airman Lee received his promotion to staff sergeant. A/B Motta was assigned to this organization on 15 August but remained only until his date of separation on 25 September. M/Sgt Prentis C. Brigman, the supply section NCOIC was transferred to Ninth Air Force Headquarters at Shaw AFB, South Carolina in September. T/Sgt Shephard D. Mims, who was assigned here from the ROTC summer camp at Sewart, was designated as Unit Supply NCOIC. A/3C Thomas E. Rael, who joined the section in January 1957 as a supply clerk, was promoted to A/2C in September. Shortly afterward, however, Airman Rael was released to the 314th CAM Squadron since the supply clerk position was deleted from the UMD.

There has also been considerable change in the officer personnel of the supply section. In mid-August, 1/Lt. Ferdinand J. Van Deursen Jr. replaced Capt. William L. Garner as Supply Officer, and Lt. Richard P. Ladd assumed the duties of Tool Crib Officer from Lt. Grady F. Fisher, on 8 November. A new position, Technical Supply Officer, was created on 20 August with Lt. Harold O. Olson assigned to this duty.

This personnel action has left the supply section in a slightly better position than in the previous reporting period. However, the section is still under strength with five supply airmen and three personal equipment personnel assigned as compared with nine supply people and four personal equipment people authorized. Coupled with the fact that two of the assigned airmen attended school for a half day each day for ten weeks during September, October and November, the main source of difficulty for the supply section is again the shortage of personnel.

On 20 July, unit supply was moved from its former location in a hangar to a group of tents on one end of the ramp. This arrangement found unit supply, technical supply and the tool crib situated in the tents and personal equipment in the lower bay of barracks 428. The lack of electricity and heating facilities in the tents worked considerable inconvenience on supply personnel during the shorter, cooler days of the autumn season. However, the situation was alleviated to a great degree when the section was again relocated. This time the personal equipment section and unit supply were established in barracks 523, while the tool crib and technical supply were situated in a hangar which also houses the maintenance-inspection section of the squadron. This is the current working arrangement of the Supply Section, and although extremely crowded conditions exist in the tool crib and technical supply, it is by far the most suitable system evolved to date.

Immediately subsequent to the move to the tents, a complete physical inventory was conducted in conjunction with the transfer of the account. This inventory took the two officers approximately four weeks,

during which period they were ably supported in overtime work by S/Sgt P. R. Wells. The inventory was brought to a conclusion on 9 August and Lt. Van Deursen signed for the account on that date.

One of the major squadron activities from the supply standpoint was Project 572, which involved sending four aircraft to Frobisher Bay, Northwest Territory, Canada to aid in surveying for bench-markers for the Navy Hydrographic Department. The aircraft were gone for a period of approximately four months, which necessitated the rotation of crews. This, in turn, entailed a constant turnover of personal custody receipts. At the inception of the mission, much of the equipment needed for the personnel had to be borrowed from other squadrons on the base. The "trading" of custody receipts among new and rotating personnel at the mission site served to aggravate a situation already confused by requisitioning from several different sources. During the mission, which started with only two aircraft, a request for two additional ships was received. This required a crash program for supplies for the crews and maintenance personnel which added approximately twelve new custody receipts to the supply situation. The main difficulty in the supply chain was encountered when replacement personnel assumed responsibility for the equipment of personnel they were replacing. In some cases, the loss of equipment at the mission site was not discovered until all personnel were returned to this station and all custody receipts could be consolidated. After this job was completed, the final tally indicated inadequate handling of the supply phase of the mission.

Another major project involving the supply section has been that relating to the deactivation of the 21st Helicopter Squadron at Donaldson

AFB, South Carolina. On 28 September, a message from Ninth Air Force authorized the 20th Helicopter Squadron to make up any shortages in the UME by acquisition of such property from the 21st Helicopter Squadron. Early in September, Lt. Van Deursen and M/Sgt Brigman spent two days at Donaldson AFB compiling a list of items to be obtained. In mid-November, the first of several shipments arrived. At the present time the transfer is nearly complete, the last shipment having arrived here 27 December. The receipt of this equipment, approximately 1,000 items, has aided greatly in bringing on-hand quantities of hand-tools and certain UAL items up to authorization. It has also added to the workload of the supply personnel who have responded admirably with concentrated effort and appreciable work during other than normal duty hours.

The above mentioned project, coupled with the present drastic revamping of supply procedure concerning technician tool kits, has entailed much overtime work on the part of administrative supply personnel. The new concept in hand-tool accountability directs that all tool kits of the ten series ECL's will henceforth be personal retention property of the technician authorized these kits. This necessitates zeroing the balance on 1120 cards of all hand-tools of under $10 value, manufacturing new 1120 cards for all of the above items and transferring all hand-tools to personal form 538's Personal Clothing and Equipment Record. After completion of this conversion, the requisitioning, accounting and issuing of the hand-tools will be a much simplified process. During the transfer, however, the difficulty of inadequate personnel strength is once again encountered and has resulted in slower than expected progress. The three personnel presently assigned are all exceptionally well qualified but to

have one of these men expending 75% of his time typing is a misapplication of valuable technical talent and a liability to the Air Force. This situation is even more sharply illustrated in the present hand-tool conversion which entails the typing of all ten series ECL's applicable to the 20th Helicopter Squadron. The addition of a clerk typist to the supply section of the UMD would alleviate the problem greatly. Bringing the section up to presently authorized strength would help considerably, allowing more equal distribution of the more basic administrative tasks and also permitting supply personnel to direct their efforts into channels for which they have been trained.

The technical supply section has also undergone a major transformation. With the implementation of the consolidated maintenance call-in system, the section had to compile a ready-reference list of coded part numbers. The helicopter utilizes a large number of parts and tools which are alien to other type aircraft. Since the total number of helicopters is so small compared to the number of C-130's and C-123's at Newart AFB, this reference list includes only a portion of the parts used in the 20th Helicopter Squadron. Nonetheless, the compilation of this list did constitute considerable additional work for the technical supply section and the expeditious completion of the project is a credit to Lt. Olson, A/1C Morris and A/1C Wilmore, technical supply personnel.

Technical supply, in conjunction with the tool crib, assembled a completely new bench stock listing and recomputed the desired levels of the parts on the list. The inadequacy and antiquity of the former bench stock program was brought to the attention of the Tool Crib Officer

and Technical Supply Officer by various maintenance personnel and it was felt that a complete revision was necessary. Over a period of time, records were kept and research conducted on all bench stock items and the new list was compiled. At the present time this list is still pending approval of Base Supply.

On 13 November 1957, an inspection of the 20th Helicopter Squadron Supply Section was conducted by 314th Wing Materiel personnel. Since this was the first inspection under Ninth Air Force, the initial rating is considered less important than will be the degree of improvement shown on the second inspection which is to take place during the month of March 1958. On the first inspection, many discrepancies were found which denoted lack of familiarity with training, storage and warehousing criteria desired by Ninth Air Force. The most serious errors discovered, however, reflected the failure of supply personnel concerned to keep abreast of new information contained in AFM 67-1. Specific instances were failure to annotate 1120 cards at the end of a fiscal year and improper posting of change notices from Air Force to Federal stock numbers. These errors are, in a sense, cumulative, since so many postings have been made subsequent to the commission of the errors. However, personnel concerned have been instructed in the proper procedures and no such errors will occur in the future.

In summation, this reporting period has been one of great activity for the Supply Section. Although there have been trouble spots, the overall trend of efficiency has been upward. At the present rate, the next six months should see even greater improvement in the coordination of supply with other sections as well as an increase of efficiency within the section itself.

GAINS OF OFFICERS AND AIRMEN BY MONTH

JULY

OFFICERS	1/Lt John R. Briar	1/Lt Roger L. Christiansen
	1/Lt Richard D. LeDoux	1/Lt Ferdinand W. Van Deursen Jr.
	1/Lt Robert A. Weekley	
AIRMEN	S/Sgt Vernon L. Hinton	A/2C Robert C. Ballard
	A/2C Robert W. Evans	A/2C Phillip C. Cook
	A/2C Richard L. Nuhn	A/2C Stephen M. Looney

AUGUST

OFFICERS	1/Lt Leonard H. Buck	1/Lt Richard P. Ladd
	1/Lt Dale E. McDonald	1/Lt Frederick F. Nord
	1/Lt Daniel A. Oredson	2/Lt Albert E. Dietz
AIRMEN	M/Sgt William V. LaSeur	S/Sgt Carl R. Stout
	T/Sgt James G. Lucy	S/Sgt William R. Montgomery
	S/Sgt Herbert Lee	A/B Joseph Motta

SEPTEMBER

OFFICERS	1/Lt Donald G. Calder	1/Lt Stephen K. Carpenter Jr.
	1/Lt Fred P. Clark	1/Lt James E. Clarke
	1/Lt Alan B. Dunn	1/Lt Paul N. Hales
	1/Lt Thomas H. Mitchell	1/Lt Harold G. Olson
	1/Lt Jack F. Rummel	1/Lt Richard D. Silvers
	1/Lt Dell E. Williams	
AIRMEN	M/Sgt Francis M. Adair Jr.	S/Sgt Ralph W. Beaty
	M/Sgt John K. Bolin	S/Sgt Louis H. Fenters

OCTOBER

OFFICERS	Capt Bennie F. Lemoine	1/Lt William F. Williams
	Capt Robert H. Stapleton	1/Lt Lawrence E. Burke
	Capt Morton B. Peterson	1/Lt William L. Henderson
	1/Lt Vernon R. Granier	1/Lt James M. Kalbfleisch
	1/Lt Raymond M. Jones	1/Lt Richard L. Perry
	1/Lt William C. McEwen	1/Lt Frank P. Scalfano
	1/Lt Michael F. Pido	1/Lt Riley R. Taylor
	1/Lt Roy J. Sott	1/Lt Robert E. Wilkes
	1/Lt James C. Thomas	2/Lt William J. Hoerman
AIRMEN	M/Sgt Leo R. Hepfl	T/Sgt Richard R. Aspinwall
	M/Sgt Benjamin S. Worthington	T/Sgt Clarence G. Emmons
	M/Sgt Clayton C. Smith	T/Sgt Floyd D. Harwood
	T/Sgt Earl P. Haney	T/Sgt David T. Hyatt Sr.
	T/Sgt Walter C. Coffman	T/Sgt James O. Ishee

GAINS OF OFFICERS AND AIRMEN BY MONTH (Cont'd)

OCTOBER

AIRMEN	T/Sgt Marion D. Martin	S/Sgt James D. Presgraves
	T/Sgt George R. Mitchell	S/Sgt David L. Powell
	T/Sgt Shepherd D. Mims	S/Sgt Coy E. Watson
	T/Sgt Harold T. Moore	S/Sgt Terrell Turner
	T/Sgt Otha L. Witcher	A/1C Oscar B. Ellis III
	S/Sgt Lee J. Ansley	A/1C Dean L. Garrison
	S/Sgt James C. Dagwell	A/1C Harold W. Godfrey
	S/Sgt Millard L. Douglass	A/1C Jordan A. Greene
	S/Sgt George B. Eiddy	A/1C Charles E. Shadle
	S/Sgt Leon Carter	A/1C Authur Snipe
	S/Sgt Roy Chandler	A/1C H. C. Tidwell
	S/Sgt Terry O. Connell	A/1C Donald F. Twitchell
	S/Sgt George S. Edwards	A/1C Bobby L. West
	S/Sgt Thomas J. Gregory	A/2C Jack S. Henretta
	S/Sgt Albert W. Howes Jr.	A/2C Bobby E. Hodges
	S/Sgt James A. Langford	A/2C Richard B King
	S/Sgt Daniel W. Lewis	A/2C Gene A. Peterson
	S/Sgt James K. Lupo	A/3C Ronald G. Coco
	S/Sgt William J. Maher	A/B Carlton C. Beecham
	S/Sgt Harold R. Massengale	A/B William J. Nelson
	S/Sgt William A. Pearson	

NOVEMBER

OFFICERS	Maj Curtis E. Parkins	1/Lt Richard F. Camp
	Capt Charles R. Carpenter	
AIRMEN	T/Sgt Bryon D. Campbell	S/Sgt James R. Tucker
	S/Sgt Therriel L. Blackerby	A/1C Carl L. Warmack
	S/Sgt Raymond L. Gray	A/2C Ralph V. Wagner
		A/3C Ralph W. Bartholomew

DECEMBER

OFFICERS	None	
AIRMEN	T/Sgt Lee R. Maples	S/Sgt Augustus W. Lawson Jr.
	S/Sgt Arthur L. Amborose	A/1C Theodore D. Garber
	S/Sgt Harold D. Bair	A/2C David A. Dorsey

LOSSES OF OFFICERS AND AIRMEN BY MONTH

JULY

OFFICERS	None	
AIRMEN	A/1C Jack L. Harris	A/B Robert J. Foster
	A/B Joseph Harford III	

AUGUST

OFFICERS	Capt Wilfred E. Buckley	
AIRMEN	A/1C Robert J. Blanchette	A/1C Donald R. Tudhope

SEPTEMBER

OFFICERS	Capt William L. Garner	1/Lt David L. Smith
AIRMEN	A/1C Charles H. Daniels	A/2C Robert H. Brown
	A/1C Richard E. Noel	A/2C Donald L. Vaughn
	A/1C David A. Thompson	A/B Joseph Motta

OCTOBER

OFFICERS	1/Lt Vincent Ciriello	1/Lt William Cronwoldt Jr.
	1/Lt James B. Portney	
AIRMEN	M/Sgt Prentis C. Brigman	A/1C Roger H. Bussee
	S/Sgt Joseph W. Wood	A/1C Donald C. Uhlian
	A/1C Donald J. Baker	A/2C Billy G. Brummett
	A/1C David J. Blazic	A/2C George R. Jackson
	A/1C John J. Brandon	

NOVEMBER

OFFICERS	Capt Albert F. Paquette	
AIRMEN	M/Sgt Monroe M. Qualls	S/Sgt Albert W. Howes Jr.
	M/Sgt Clayton C. Smith	A/1C Richard H. Frank
	M/Sgt Benjamin Worthington	A/2C Raymond J. Root Jr.
	T/Sgt Walter C. Coffman	A/B Carlton C. Beechan
	T/Sgt David T. Hyatt Sr.	A/B William J. Nelson
	T/Sgt James O. Ishee	

DECEMBER

OFFICERS	1/Lt Lawrence E. Burke	1/Lt Richard D. Silvers
	1/Lt William L. Henderson	1/Lt Roy J. Sott
	L/Lt Raymond M. Jones	1/Lt Robert E. Wilkes
	1/Lt Thomas M. Mitchell	1/Lt Dell E. Williams Jr.
	1/Lt Daniel M. Oredson	2/Lt William J. Hoerman
AIRMEN	S/Sgt Armand R. Gelineau	A/1C Lloyd E. Riley
	S/Sgt Crosby R. Smith	A/1C Charles E. Shadle
	A/1C Oscar B. Ellis III	A/2C Bobby E. Hodges
	A/1C Jordan A. Greene	

SHORTAGES AND OVERAGES (IN OFFICER AND AIRMEN CAREER FIELD)

AT BEGINNING OF REPORTING PERIOD

	CAREER FIELD		AUTH	ASSIGNED	# OVER	% SHORT
OFFICERS	0066A		1	0	-	100
	1024B		32	14	-	60
	1435		4	1	-	75
	3054		1	0	-	100
	4344		1	0	-	100
	6424		1	0	-	100
	7324		1	0	-	100
		TOTAL	41	15		
AIRMEN	27		4	0	-	100
	30		8	6	-	25
	42		8	6	-	25
	43		69	60	-	13
	47		4	2	-	50
	53		4	2	-	50
	64		12	4	-	66
	70		5	5	-	00
	73		6	5	-	17
	92		4	2	-	50
		TOTAL	121	92		

AT END OF REPORTING PERIOD

	CAREER FIELD		AUTH	ASSIGNED	# OVER	% SHORT
OFFICERS	0066A		1	1	-	00
	1024B		32	32	-	00
	1435		4	1	-	75
	3054		1	0	-	100
	4344		1	1	-	00
	6424		1	0	-	100
	7324		1	0	-	100
		TOTAL	41	35		
AIRMEN	27		4	1	-	75
	30		8	8	-	00
	42		12	10	-	17
	43		69	67	-	03
	47		4	2	-	50
	53		4	3	-	25
	64		8	3	-	63
	70		5	4	-	20
	73		6	1	-	83
	92		4	2	-	50
		TOTAL	121	101		

SQUADRON OJT STATUS AT THE END OF THE REPORTING PERIOD

CAREER FIELD	3 LEVEL	5 LEVEL	7 LEVEL
431-0	0	7	8
301-0	0	4	0
423-0	0	5	0
422-0	0	3	0
472-0	0	3	0
702-0	0	1	0
*591-0-431-0	0	1	0
*921-0-922-0	1	0	0
TOTALS	1	24	8

* Cross Training

ROSTER OF 20TH [illegible] COMPANY

OFFICERS

Majors	Hartley, Gregg [illegible].	A0820011
	Kemp, Thomas R.	A0812277
	Perkins, Curtis E.	A0757264
Captains	Carpenter, Charles R.	A01912062
	Demoine, Bennie F.	A0772845
	Luttinger, Jerome A.	A0941737
	Peterson, Morton I.	A0764629
	Stapleton, Robert W.	A0702857
1/Lt.	Brier, John R.	A0 [illegible] 3618
	Buck, Leonard M.	A0202921
	Calder, Donald [illegible].	A0351549
	Camp, Richard T.	A0350493
	Carpenter, Stephen A. Jr.	A0349782
	Christiansen, Roger P.	A0348250
	Clark, Fred P.	A0349386
	Clarke, James T.	31721A
	Collier, Paul E.	A0220648
	Dunn, Alan B.	A0349601
	Fisher, Grady L.	A0313743
	Granier, Vernon P.	A0320666
	Hahn, Guy S.	A0357958
	Hales, Paul W.	A0350549
	Huse, John R. Jr.	A0357866
	Kalbfleisch, James T.	A0352562
	Ladd, Richard P.	A0350168
	Levin, John J.	A0311837
	LeDoux, Richard C.	30330A
	Liebert, Fred M.	A0224518
	Madison, Richard K.	A0310941
	McAllister, Charles W.	A0226557
	McDonald, Dale E.	A0348903
	McEwen, William C.	A0329992
	Nord, Frederick F.	A0349714
	Olson, Harold C.	A0352818
	Perry, Richard L.	A0350206
	Pido, Michael P.	A0351040
	Rogers, Huey D.	A0316646
	Rummel, Jack F.	A0327685
	Scalfano, Frank P.	31237A
	Taylor, Riley R.	A0326979
	Thomas, James C.	23646A
	Van Deurson, Ferdinand F. Jr.	A0220896
	Weekley, Robert A.	A0348853
	Williams, William F.	A0312623
2/Lt.	Dietz, Albert F.	A0366367

ROSTER OF 20TH HELICOPTER SQUADRON (Cont'd)

AIRMEN

M/Sgt	Adair, Francis M. Jr.	AF18005211
	Nolin, John K.	AF62[illegible]1350
	Hanke, Robert T.	AF20[illegible]26672
	Hepfl, Leo R.	AF33168575
	LaSeur, William V.	AF17011832
	Sanford, Edward H.	AF68[illegible]3766
	Savage, Thomas L.	AF67[illegible]3261
T/Sgt	Aspinwall, Richard L.	AF11181157
	Campbell, Tryon T.	AF19[illegible]19391
	Coleman, Clyde	AF16511548
	Krautschi, Kenneth [illegible].	AF1[illegible]27018
	Forbes, Kenneth [illegible].	AF15378745
	Gunter, Talmadge L.	AF1[illegible]26611
	Haney, Earl P.	AF18050199
	Harwood, Lloyd [illegible].	AF3[illegible]99928
	Kelly, John J.	AF12292320
	Lucy, James G.	AF18[illegible]2119
	Maples, Lee R.	AF3[illegible]2[illegible]20
	Martin, Marion [illegible].	AF132[illegible]17[illegible]5
	McGuire, Charles J.	AF1[illegible]26682
	Mims, Shepherd [illegible].	AF1[illegible]35[illegible]193
	Mitchell, George R.	AF18[illegible]31566
	Moore, Harold T.	AF1[illegible]6[illegible]022
	Renfrow, John L.	AF1[illegible]626[illegible]
	Rosson, Francis [illegible]. Jr.	AF1[illegible]626715
	Witcher, Otha L.	AF37[illegible]6[illegible]0
S/Sgt	Ambrose, Arthur L.	AF13[illegible]73[illegible]06
	Ansley, Lee J.	AF1326078[illegible]
	Bagwell, James C.	AF1[illegible]190[illegible]1
	Bailey, John E.	AF38[illegible]03115
	Bair, Harold D.	AF13266796
	Beaty, Ralph W.	AF1[illegible]92930
	Beuglass, Millard L.	AF15511[illegible]3
	Biddy, George E.	AF1[illegible]230[illegible]95
	Blackerby, Thurriel L.	AF1[illegible]271[illegible]75
	Bryson, Roy C.	AF1[illegible]1923[illegible]
	Carter, Leon	AF1[illegible]6503[illegible]
	Chandler, Roy	AF1[illegible]0[illegible]657
	Connel, Terry C.	AF1[illegible]36809
	Dodson, J. E.	AF18222[illegible]70
	Eaton, Everett [illegible].	AF1[illegible]3911[illegible]1
	Edwards, George [illegible].	AF15[illegible]0838
	Engleman, Howard D.	AF19[illegible]39730
	Fenters, Louis F.	AF1[illegible]509361
	Gray, Raymond L.	AF11166281
	Gregory, Thomas [illegible].	AF1552[illegible]7[illegible]1
	Hinton, Vernon [illegible].	AF26335205
	Hughes, Kelly E.	AF1[illegible]275633
	Joe, David Jr.	AF1[illegible]94569
	Langford, James A.	AF1[illegible]82918

AIRMEN

S/Sgt	Lawson, Augustus W. Jr.	AF15411199
	Lee, Herbert	AF12431949
	Lewis, Daniel W.	AF14440402
	London, Robert T.	AF12413489
	Maher, William J.	AF12416204
	Montgomery, William P.	AF14491842
	Ray, William C.	AF14468729
	REED, Wyatt C.	AF14490981
	Rushing, James L.	AF14727177
	Severns, Charles T.	AF10453330
	Stout, Carl R.	AF13604735
	Tucker, James E.	AF14473722
	Turner, Terrell	AF14276272
	Watson, Robert F.	AF14470403
	Wells, Paul R.	AF15452653
	Williams, Roy C. Jr.	AF15473772
	White, James L.	AF14518905
A/1C	Bace, John M.	AF6961573
	Elmore, Loyd W.	AF14493073
	Elrod, Amos T.	AF13121050
	Garrison, Dean E. Jr.	AF13478015
	Godfrey, Harold W.	AF25150838
	Goodman, Possie M.	AF34453930
	Lewkowitz, Joseph Jr.	AF19517774
	Miller, Kenneth R.	AF37899878
	Miraglia, Victor J.	AF12493856
	Morris, Joseph T.	AF15475352
	Pickett, Rodney L.	AF14516874
	Rich, Billy J.	AF13475271
	Stephens, Grover C. Jr.	AF24755560
	Twitchell, Donald T.	AF11180156
	West, Bobby L.	AF14537298
A/2C	Ballard, Robert C.	AF14616572
	Barnard, Jerry L.	AF17449873
	Barry, Thomas M. Jr.	AF22893547
	Cook, Phillip C.	AF16538655
	Crowder, Robert P.	AF19514935
	Davenport, James A.	AF26252568
	Dorsey, David A.	AF13483209
	Evans, Robert W.	AF15527575
	Ewton, Harrison H.	AF15552981
	Gabel, Carl J. Jr.	AF13367786
	Gallagher, Warner T.	AF23470531
	Gaylor, Raymon A.	AF14610902
	Graham, William R.	AF12462062
	Ham, Hugh M.	AF14511587
	Harville, William A.	AF14617915
	Henretta, Jack E.	AF13566542

ROSTER OF 20TH HELICOPTER SQUADRON (Cont'd)

AIRMEN

A/2C	Hodges, Bobby L.	AF13490149
	Honeycutt, Jack	AF14608638
	Hope, Melvin L. Jr.	AF14221044
	Hutchinson, James .	AF13555456
	Kauffman, William .	AF13580804
	King, Richard I.	AF15559723
	Locke, Dean R.	AF17460889
	Looney, Stephen M.	AF13568231
	McDonald, Jerry D.	AF21194882
	McMahon, Richard T.	AF16536562
	Muir, Orra W. Jr.	AF13584931
	Kuhn, Richard L.	AF13569081
	Ozmer, James R.	AF24280171
	Peterson, Gene A.	AF16537507
	Schmidt, Horace A.	AF13497103
	Seegers, Jerry M.	AF14539839
	Smith, William	AF16471252
	Vause, Matthew C.	AF12460049
	Vozar, Edward E.	AF16519049
	Wagner, Ralph V.	AF13529574
	Walker, James A.	AF17482073
A/3C	Akins, William L.	AF14616405
	Bartholomew, Ralph W.	AF13628586
	Bridges, Earnest	AF14630392
	Coco, Ronald O.	AF13537276
	Cornett, Lennie O.	AF15568018
	Croom, Stephen B. Jr.	AF14626656
	Derryberry, Billy .	AF13529532
	Krebs, Alva W.	AF17450035
A/B	Cooper, William B. Jr.	AF13578749
	Jackson, John J.	AF14639032
	Vaughn, Willie	AF14573302

Roster of pilots who remained in the squadron during the reporting period showing total time, total helicopter time, H-21 time, time for the six months, and average per month.

Rank Name	Total Time		Total Heli. Time		H-21 Time		Total	Average
	1Jul57	31Dec57	1Jul57	31Dec57	1Jul57	31Dec57	6 Month	Per Month
Maj Gregg D. Hartley	3703:10	3817:25	608:55	723:10	460:00	574:10	114:15	19:00
Maj Thomas H. Kemp	3947:05	4017:30	1607:15	1661:40	241:00	295:25	70:25	11:45
Maj Curtis E. Parkins	5276:55	5441:20	1929:30	2093:55	297:45	462:10	164:25	27:25
Cpt Charles R. Carpenter	2333:25	2458:05	1136:20	1254:05	486:45	580:10	124:40	20:45
Cpt Bennie F. Lemoine	4651:30	4749:50	1172:55	1271:15	522:15	620:35	98:20	16:25
Cpt Jerome R. Luttinger	1102:55	1256:20	233:25	386:50	145:15	298:40	153:25	25:35
Cpt Morton B. Peterson	2206:45	2339:50	672:55	806:00	506:20	639:25	133:05	22:10
1Lt John R. Briar	377:20	445:05	109:00	171:45	26:05	105:50	67:45	11:15
1Lt Leonard N. Buck	315:45	407:15	55:15	146:45		75:05	91:30	15:15
1Lt Donald G. Calder	318:45	416:35	52:55	150:45		82:50	97:50	16:35
1Lt Richard F. Camp	286:20	406:15	15:35	135:35		61:40	119:55	20:00
1Lt Stephen K. Carpenter Jr.	316:35	403:20	57:15	144:00		70:55	86:45	14:25
1Lt Roger H. Christiansen	386:40	483:40	122:15	219:15	26:20	141:05	97:00	16:10
1Lt Fred P. Clark	321:05	420:00	53:20	152:15		85:15	98:55	16:30
1Lt James E. Clarke	304:05	397:40	52:15	145:50		84:25	93:35	15:35
1Lt Paul L. Collier	495:50	554:05	214:55	273:10	139:45	196:00	58:15	9:40
1Lt Alan B. Dunn	330:25	399:25	94:20	163:20	21:55	93:25	69:00	11:30
1Lt Grady F. Fisher	901:45	1013:55	500:55	608:05	191:25	298:35	112:10	18:40
1Lt Guy S. Hahn	903:15	1038:50	598:55	734:30	509:50	645:25	135:35	22:35
1Lt Paul N. Hales	312:10	415:15	49:35	152:50		188:15	103:05	17:05
1Lt John R. Huss Jr.	904:05	1055:10	604:50	755:55	518:05	669:10	151:05	25:10
1Lt James M. Kalbfleisch	282:50	389:25	15:55	119:45		47:50	106:35	17:45
1Lt Richard P. Ladd	337:25	481:20	99:40	243:35	25:05	269:00	143:55	24:00
1Lt John J. Lavin	1277:25	1403:35	958:30	1080:40	533:40	659:50	126:10	21:00
1Lt Richard D. LeDoux	1358:25	1438:45	1029:05	1091:20	264:35	344:55	80:20	13:25
1Lt Fred M. Liebert	1208:25	1423:55	721:15	936:45	598:40	812:10	215:30	35:55

Rank Name	Total Time 1Jul57	Total Time 31Dec57	Total Heli.Time 1Jul57	Total Heli.Time 31Dec57	H-21 Time 1Jul57	H-21 Time 31Dec57	Total 6 Month	Average Per Month
1Lt Richard E. Madison	1056:00	1163:45	766:50	874:35	418:05	525:50	107:45	17:55
1Lt Charles N. McAllister	1190:40	1285:10	642:55	737:25	519:00	613:30	94:30	15:45
1Lt Dale E. McDonald	361:25	429:10	93:40	153:30	16:10	83:55	67:45	11:15
1Lt William C. McEwen	305:35	411:45	18:15	124:25		54:35	106:10	17:40
1Lt Frederick F. Nord	348:10	436:30	86:30	174:50	16:25	104:45	88:20	14:25
1Lt Harold G. Olson	334:05	444:10	92:20	194:35	14:25	124:30	110:05	18:20
1Lt Richard L. Perry	331:15	453:20	96:00	218:05	22:45	144:50	122:05	20:20
1Lt Michael P. Pido	277:55	408:35	14:45	145:25		75:10	130:40	21:45
1Lt Huey L. Rogers	1111:10	1216:00	831:10	936:00	361:05	465:55	104:50	17:30
1Lt Jack F. Russel	318:10	406:10	54:45	142:45		71:40	88:00	14:20
1Lt Riley R. Taylor	468:55	589:50	203:05	307:35	100:45	221:40	120:55	20:10
1Lt James C. Thomas	867:55	1043:45	565:10	741:00	207:50	383:40	175:50	29:20
1Lt Ferdinand W. Van Teursen Jr	673:55	809:05	361:00	496:10	79:30	214:40	135:10	22:30
1Lt Robert A. Weekley	380:50	449:15	108:20	176:45	34:50	103:15	68:25	11:45
1Lt William F. Williams	495:30	669:10	229:05	402:45	141:00	314:40	173:40	28:55
2Lt Albert E. Mota	350:50	471:05	38:50	201:35	20:35	133:20	112:15	18:45
Squadron Average	1025:15	1112:05	406:25	515:45	177:55	263:00	112:35	18:45

MAINTENANCE STATISTICS SUMMARY

MONTH	NR ACFT AUTH	NR ACFT ASGD	NR ACFT POSS	IN COMM RATE%	AOCP RATE%	TOC RATE%	ANFE	SCH%	AOCM UNSCH%	AV NR ACFT IN COMM	ACFT HRS FLOWN	NR HRS PER ACFT
July	16	18	15	40.6	7.8	19.2	33.3	4.9	0	5	252	17
August	16	18	16	56.2	10.5	17.8	31.3	6.7	0	9	236	15
September	16	18	16	50	13.8	17.2	37.5	8.1	0	8	325	20
October	16	21	16	37.5	22.7	0	*21.9	16.8	1.6	6	153	13
November	16	22	25	64	15.3	0	48.0	10.6	2.4	16	414	16.6
December	16	19	18	58.2	8.8	0	3.5	13.2	3.3	10.6	226	11.9
Average	16	19.3	17.6	51.1	13.1	9.0	29.2	10.0	1.2	9.1	267.6	15.6

* This figure includes 20th and 21st Helicopter Squadrons conbined.

SUMMARY OF TECH ORDER COMPLIANCES

DATE RECEIVED	T.O.C. NO.	REQUIREMENTS AND REMARKS
7 October 1956	1H-21-573	Inspection of engine oil hopper tank for cracks. Urgent action C/W
21 January 1957	12C2-2-AC27-511	Modification of receiver transmitter. Routine. 6 A/C W/C/W
11 February 1957	12C2-2-AC27-502	Replacement of vibration insulators on mounting MT-322/ARC27 and MT-322A/ARC-27-AR/ARC-27. Routine. 3 A/C W/C/W
20 May 1957	1H-21-595	Modification of pilot and co-pilot's sliding windows. Routine. C/W
21 June 1957	1H-21-600	Removal of autopilot. Routine. C/W
3 July 1957	1H-21-584	Replacement of central transmission jaw coupling. Routine. C/W on all A/C except 602 and 613.
27 August 1957	1H-21-595	Inspection and modification of fuselage and cabin door attaching bracket. Urgent action C/W
12 September 1957	1H-21-583	Inspection and replacement of altimeters. Routine. C/W
22 November 1957	1T-21-589	Replacement of cargo arming switch. Routine. C/W on all but 5 A/C
22 November 1957	1H-21-564	Installation of emergency alarm bell. Routine. 14 A/C W/C/W. Applies to all A/C.
30 December 1957	1H-21-606	Inspection of aft upper control cable's, station 577 and 589. Urgent action C/W on all A/C.

SUMMARY OF UNSATISFACTORY REPORTS

DATE TURNED IN	UR NUMBER	ITEM
15 August 1957	57-368	Bracket inner - Inner bracket cracked on door assembly. Replaced with like serviceable item.
10 September 1957	57-	Clutch - Clutch bearing retainer was broken and chipped. Replaced transmission.
5 November 1957	57-425	T.O. 1H-21-2-1 (Rev 1 Aug 57) shows installation of aft lateral cables (left and right) reversed at aft bellcrank. Un submitted.
22 November 1957	57-450	Blade rotor - Metal leading edge of blade separated from blade. Blade set marked un. Replaced with like serviceable item.
29 November 1957	57-455	Engine assembly - Supercharger rear cover gasket torn. Engine removed and replaced with like serviceable item.
6 December 1957	57-462	Mounting - Rubber mounting separated from metal mounting station number 278.5. Replaced with like serviceable assembly.

[redacted]

SEPTEMBER 1957

51-8078A	7 September 1957	51-8161A	14 September 1957
51-2668A	9 September 1957	51-2674A	19 September 1957 BASE SHOPS
51-2672A	11 September 1957	51-2708A	16 September 1957

OCTOBER 1957

51-8076A	10 October 1957	52-2708A	12 October 1957

The 20th Helicopter Squadron was attached to the 314th Troop Carrier Wing effective 8 October 1957 with thirty-six aircraft assigned and seventeen possessed.

Assisgned aircraft on 8 October 1957:

52-8677A	52-8692A	*53-4334A	*53-4344A
52-8678A	52-8693A	*53-4335A	*53-4345A
52-8679A	52-8695A	*53-4336A	*53-4346A
52-8681A	52-8696A	*53-4337A	53-4347A
52-8686A	52-8697A	*53-4338A	*53-4348A
52-8687A	52-8706A	*53-4339A	*53-4356A
52-8688A	53-4400A	*53-4341A	*55-5129A
52-8689A	54-4000A	*53-4342A	*55-5130A

*Seventeen aircraft were physically located at Donaldson AFB.

The in-commission rates, AOCP rates and flying time for this period is as follows:

A/C	MONTH	INCOMM	AOCP	FLYING TIME
H-21B	October	37.5%	22.7%	153
H-21B	November	64.1%	15.3%	414
H-21B	December	58.2%	8.8%	226

The following H-21B aircraft were sent to IRAN:

52-8687A	14 October 1957	52-8677A	9 November 1957
52-8696A	19 August 1957	52-4347A	1 October 1957
52-8689A	4 November 1957		

The following H-21B aircraft returned from IRAN:

52-8696A	23 November 1957	53-4347A	19 December 1957

The following H-21B aircraft have been scheduled to IRAN:

53-4348A	3 January 1958	53-4342A	13 January 1958
53-4343A	3 February 1958	53-4400A	3 March 1958
54-4000A	17 March 1958	54-4002A	12 March 1958

The following H-21B aircraft were transferred:

52-8681A	13 November 1957	53-4334A	24 October 1957
52-8679A	15 November 1957	53-4335A	24 October 1957
52-8695A	15 November 1957	53-4336A	3 December 1957
52-8697A	26 November 1957	53-4337A	20 November 1957
52-8691A	3 December 1957	52-8693A	10 December 1957
53-4339A	24 October 1957	53-4341A	12 December 1957
52-8706A	18 October 1957	52-8686A	27 December 1957
52-8678A	18 October 1957		

UNCLASSIFIED

RETURN TO:
Director
P.R.C.

K-35- Helicopter-20-HI
July-Dec. 1957

HISTORY

JUL - DEC 57

(UNCLASSIFIED) HISTORY OF THE 20TH HELICOPTER SQ. SEWART AFB, TENNESSEE 1JUL57 - 31 DEC57 RCS: AU-D5

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UNCLASSIFIED